



T Footnotes



A Publication of the Foothills Model T Ford Club
Calgary, Alberta, Canada

Volume 41 Edition 2

Feb 2016

President's Message



Hi, February seems to be the 'Dog Days' of winter. The ground hog says we are only a few weeks away from spring. Let's hope so!! I suspect, like many of you, I've started to work on way too many projects this winter and need to concentrate on fewer. I've been re-building a set of 13-14 Brass top coils that I hope to have all polished up and working for this season. I trust all who went, enjoyed the Lethbridge Swap Meet. Rumours of Harry Lillo's 'finds' are historical. How does he do it?? I want to thank the added Directors who came forward, or were coerced into serving our club this year. Jackie Bent, Tom Cerkenac and Bob Hauswirth were accepted at our January meeting with open arms. Stay tuned for requests for senior's home visits, and a Heritage Park request for their July 1 parade.

My spring 'honey-do-list' included purging "that stuff" in the basement . . . Oh Oh. . "Not the T Stuff!!" "Whew", . . . it's "just all that other stuff". So, . . . does anyone know a stamp collector, a coin expert, and an inexpensive antique appraiser. I suspect that most of what I have just needs to be donated to the local thrift store, but, maybe, just maybe, there is 'gold' in them there cartons. . .

With the US dollar, it would appear that most Canadians will be staying in Canada this year. We'll try to fill that void with activities and tours for all to enjoy. Bring your ideas, and volunteer to help make it a great year locally.

And . . let's continue working on that "T", so you're ready for a Safe an enjoyable season.

From the Editor



The website www.foothills-t.club is catching on.

As we discussed in the January meeting the cost of the printed Newsletter is about twice the amount those who receive it pay in annual dues. You might notice that I have reduced the font size of this issue so we can include the same amount of content in fewer pages. Let me know if the font is too small to read.

Dues are Due

If you haven't paid your dues by the March meeting your name will be dropped from the club roster.





Minutes of the Foothills Model T Ford Club Meeting January 27th 2016 at the Aerospace Museum

President Ross Benedict called meeting to order at 7:35pm. There were 31 members in attendance. Gord Schubert was our guest for the evening. Ross asked we hold a silent moment of reflection in honour of Horace Bauer.

Minutes: Kristen Anderson – The minutes of the November meeting were distributed by email and Bill Price moved they be adopted as presented. There were no errors or omissions noted, seconded by Robb Wolff. Carried.

At the November Meeting, election was held for the 2016 Executive, at that time the Director's positions were vacant. Moved by Robb Wolff that Jackie Bent, Tom Cerkvenac and Bob Hauswirth be elected as Directors. Seconded by Lawrence Gould. Carried.

Treasurers Report: Ross Benedict / Larry Kynoch – Ross & Larry presented the November / December reports, and moved the reports be adopted as presented. Seconded by Peter Anderson. Carried.

Robb Wolff moved that the Foothills Model T Ford Club books for the 2015 year be audited by R. Winkelaar. Seconded by Art Jewell. Carried.

Art reported that the Christmas Party, at the Chaplehow Legion was a success. 48 attended the party which was good, as we have had declining attendance for a number of years with the pot luck. Profit of \$105.00 from what we budgeted as the Legion reduced our room rental by \$150.00, as an enticement for us to come back. Art Jewell moved we make a donation to the Legion / Veterans Food Bank of \$200.00. Seconded by Tim Pearson. Discussion which food bank will funds go to. Confirmed the funds will go to the Veterans Food Bank. Carried.

The Legion has been tentatively booked for December 10th, 2016 for this years party. Moved by Art Jewell that we hold the FMTFC Christmas Party at the Chapelhow Legion. Seconded by Art Bent. Discussion of a different date as that date doesn't work for all. Maybe Friday evening instead. We can look into that for future, the above was the only December date available. Carried.

Larry Kynoch moves to pay SVAA membership and insurance in the amount of \$970.00 (92 members) for 2016. Al Riise seconded. No discussion, at the vote Harry and Les were opposed. Carried.

Larry then reported on the license plate topper. He returned with Peter's design for club to look at. It will need to be further refined. Les said that we could also print right the design right to metal. (Big Print Signs). Many thought we should stay away from an actual T, as which model do you choose. More information to come.

Membership: Eileen Jewell – Eileen reported that we have 51 paid memberships for 2016, and Eileen reported that she will be accepting payment.

Editor's Report: Robb Wolff – Robb reported that the link for the Footnotes is www.foothills-t.club. Robb gave a tutorial on the using the site. Once on the site click the three little bars on the right hand corner to get you to the newsletter, blog, forum, events, classifieds, links and about. Robb will ask Chris to add a link from the FMTFC website to this new site. He also requested members send him articles for future use. Feedback from users was perhaps addition of links to MTFCA and SVAA sites and maybe others of T interest.

Robb reported that printing copies of the newsletters is becoming very costly. Costs per year of printing in color are close to \$2700.00. \$70.00 per member that receives a printed copy. Membership fees are only \$35.00 per year. 75% of club is subsidizing the rest. So the discussion was held on how to best handle this issue.

Suggestions including producing printed copies only in black and white, reducing size, finding a sponsor to share costs, addition of more advertising, inquiring if those that receive paper still wish that format, and a 2 tier membership fee for those who wish a printed copy over the electronic version. This cannot be implemented until next year as many have already paid 2016 memberships.

Motion by Tim Pearson that from this point forward printed copies be produced in black and white only. Seconded by Peter Anderson. Carried

Tool Curators Report: Glen McDonald – All tools accounted for. Glen emailed Kristen an updated list of the tools to add to the minutes.

Librarian's Report: Jonathan Watson – Kristen gave him most current Vintage Ford for the library and Ross has a bankers box of Treasurer records to add to the library collection for archival purposes.

Tours:

- May 28th Presidents Tour
- May 29th Safety Check at Braeside Automotive

- June 4th Okotoks Ford would like to have a picnic and display the cars.
- July 1st Heritage Park
- August – Pioneer Acres and perhaps a show and shine at a seniors centre.

Winner of the 50/50 draw, Shirley Watt and Model T plaque was won by Bill Price.

Thanks to Larry Kynoch for picking up the donuts.

Adjourned at 8:40 pm.

Show and Tell: Detroit Tour slide show by Lawrence, Tom, and Harry. Show was complied by Lawrence.



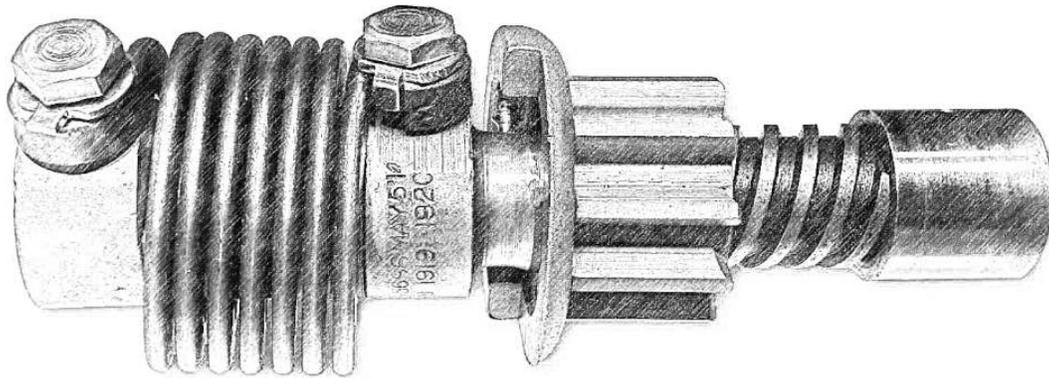
The Lethbridge Swap Meet



Harry Lillo folding his money after selling a fatman steering wheel.



Notice that Stan Evenson has his hands in his pockets. He is selling, not buying.



The Model T Bendix

In 1910 Vincent Bendix, an American born entrepreneur invented and patented the Bendix starter drive which made the electric starter practical for internal combustion engines.

The Bendix engages the starter pinion gear and ring gear at near zero rotational speed while at the same time allowing the starter motor to spin up for a flying start.

When the starter begins spinning, inertia keeps the counter weighted pinion gear from turning as the helical shaft spins through it forcing the gear toward the flywheel ring gear. About the time the two gears mesh the pinion gear hits the Bendix stop nut and is locked to the shaft transferring all of the energy from the spinning starter to the flywheel. When the engine starts and the power is cut to the starter the pinion gear decelerates and spins along the shaft away from the flywheel.



The Bendix assembly is connected to the starter shaft through a spring, which uncoils absorbing the initial torsional impact of the spinning starter and then rewinds applying its energy to help crank the engine.

A drift pin and spring inserted into the counterweight rides on the ridge of one of the helical threads until it drops into a recess in the spring end of the shaft keeping the gear from drifting into the ring gear. The gear is trapped in that position until the next time the starter is engaged. If the pin is misaligned and slips into the groove between the threads it will jam the gear so that the Bendix will not engage.

The Bendix part number for a Ford Model T is L10FA. "L" for left hand, 10 designates a 10 tooth gear. The FA apparently references the extra-long stop nut. All of the drives I have are stamped L10D.



Next time you are at a swap meet sorting through a box of parts remember that Henry Ford was left-handed. The Model T Bendix is also left-handed. Here's how to identify a left-handed Bendix. Notice how the spring curls the same as the index finger on your left hand. Hold the spring in your left hand as shown in the photo. The spring eye should curl the same direction as your index finger. Hold the Bendix shaft by the stop nut. Rotating the gear to the left counter clockwise will cause the gear to climb toward the spring. The Model A also used a left hand spring with the same inside diameter. The OD is bigger and some T guys say it won't fit a T.

R&R

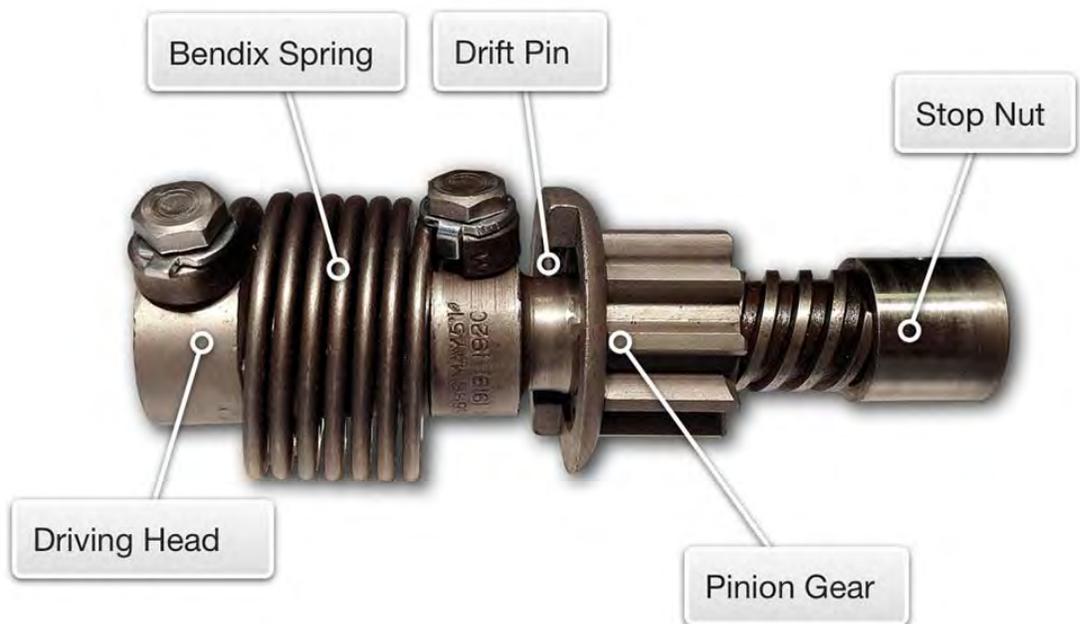
Remove the Bendix drive cover. If the inside cover-mounting hole is slotted then loosen but don't remove the mounting screw. Now remove the other three screws. With some finesse the cover can be removed and reinstalled without removing the inside screw. It is a bear to reinsert this screw so leave it in place if possible. I use 6mm x12mm socket head machine screws for this purpose. A long Allen Key holds the screw better than the blade of a screwdriver. With the cover removed bend back the washer lock tab and remove the Bendix head, spring bolt. This allows you to remove the drive head and extract the Woodruff key. The Bendix assembly can then be removed. I have never had a problem sliding the Bendix off the shaft. Back in the day there was a special puller designed to extract a stuck Bendix.

It is always best to remove or install the starter when the Bendix assembly is not attached to the armature shaft so you don't damage the magneto field coils.

When reinstalling the Bendix leave the Bendix head detached from the spring. Make sure the inner spring bolt is tight and the lock washer tabs are properly bent. Slide the assembly on the shaft then insert the woodruff key and slide the Bendix head over the key. Rotate the assembly until the head indexes with the head sleeve and line up the spring with the

bolt hole. Position the lock washer and insert the bolt. When you have tightened the bolt make sure to bend the tab on the lock washer to lock it in place. It is wise not to reuse the lock washers. They are inexpensive so it is a good idea to keep several in your parts supply, just in case. (keep a couple of Bendix lock washers and a spring in your touring emergency kit)

It is not uncommon for the counterbalance to





become separated from the pinion gear. These were often welded or brazed back in place. I repaired a couple of these gears only to find that the drift pin hole was out of alignment and the pin would not ride on top of the helical thread. New gears are not that expensive.

<http://www.modeltford.com/item/5021G.aspx>

On a recent tour the owner of a beautiful fordor heard a terrible crashing sound in his transmission. He drained the oil and a found a piece of the counter weight in the drain pan. Intermittently during the tour other pieces of the counterbalance could be heard crashing around in the transmission.

To replace the gear you must first remove the stop nut which threads onto the Bendix shaft. It is staked to the shaft by swaging a piece of the shaft into the holes bored

in the nut. To remove the shaft, first carefully run a drill through the holes. This will remove most of the staked metal. The nut is very hard. I find the easiest way to remove it is to clamp the shaft in the vice and lock onto the nut with Vice Grips. Clamp down hard and work the nut back and forth until it frees up. The nut is so hard that it is unlikely to be marred by the Vice Grips. It may be quite a challenge to free up the nut. Reinstall the gear remembering that the counterbalance goes toward the spring. Tighten the nut. I use a bit of high strength Loctite and then with a sharp punch, stake the shaft to the nut.

(Article by Robb Wolff)

Fact or Fiction:

In 1947, the Ford Motor Company began a very unusual sales promotion. Knowing that, because of war-time metal shortages, only a few copper pennies were minted in 1943, the company offered a free car to anyone who could bring a 1943 cent into a dealer. Within days the promotion was modified to specify that only copper pennies were eligible, since the U.S. mint had produced more than a billion zinc-and-steel cents in 1943 and had neglected to inform Ford. The promotion was quite successful. Many people brought their pennies into dealerships to see if they had won a free car, and after finding out that their penny was steel were high-pressured into buying a new Ford with all the trimmings. To keep the ball rolling, in 1948 Ford announced that it would also give cars in exchange for 1922 dimes. Because the promotion did so well, Ford never canceled it, and to this day a 1943 copper cent or

1922 dime can be traded for a new Ford (car must be taken from dealer's stock, and tax, license, registration, and options are not included).

This wasn't the first time -- or the last -- that Ford used collectibles to promote its automobiles. In 1917 Ford gave out new cars to anyone who could produce four special dimes that had "F," "O," "R," and "D" mint marks. And for the millennium, Ford celebrated the coming of the new century by giving away a Ford Taurus to anyone who was willing to trade in a collection that consisted of 2,000 quarters minted in each year of the 20th century (three people were each able to gather all 200,000 coins and swap them for free cars, each in a Ford-produced media frenzy).

To date, only one other company has jumped on the coins-for-stuff bandwagon. It is common knowledge that a 1943 copper cent can also be used as admission to Disneyland in California.

(Submitted by Ross Benedict)



Events

Mar 19 Quick-Times Swap Meet

Red Deer Swap Meet Westerner Park Info; 403-886-7663, www.quick-times.com.

April 2 – May 1 James Stewart Estate Auction Sale See www.foothills-t.club for details

April 24 – Spring Thaw

April 29/30 2016 CAVAC Red Deer Swap Meet.

Art 403-358-4404 or Email: cavacreddeer@gmail.com

Apr 29-30 SkunkWagon Car Club Swap Meet Fairgrounds, Livestock Pavilion Great Falls, Montana Info Mary 406-761-1643, baltrusch@q.com

March 16-18 Chickasha Oklahoma Antique Auto Club spring swap meet--auto related only.712 East Choctawave Ave., Chickasha Ok. www.chickashaautoswapmeet.com

May 28 President’s Tour More info to follow

May 29 Spring “Safety Check”

Braeside Automotive. Time TBA

June 4 Okotoks Ford Show and Shine

The Model T and Model A club have been invited to participate. 10:00am – 4:00 pm

June 11-12 Reynolds-Alberta Museum History Road

December 10th – Christmas Party

Classifieds

Please note: All Advertisements from club members will be published in three consecutive issues, free of charge. Non-member advertisements relating to the Model T will also be published free of charge as space permits. Send info to the editor: phone 403-540-2093, or email rw@chb.ca

Wanted - Model T Tudor

I am a member of the Stampede City Ford Model A Club and was possibly looking to purchase a Model T to enjoy. Please give contact me if you know of a Tudor for sale, thanks,
Bart Campbell
403 527 3800
blsec@telus.net

Wanted Door Latches

1920 Model T Coupe Driver's side door latch. Contact Art and Eileen Jewell.
TheJewells@telus.net (403) 282-3753

26/27 Touring (for sale)

Ruckstell axle
Both carburetor (currently on car) and vaporizer
Appraised at \$16,400 in 2014 selling for \$11,900 to make room for a new project
Serious offers will be considered
Contact Glenn Burke @ (403) 835-1380 (please leave a message if not answered)

Wanted 1933-1934 Rear Axle

Recently Bill Price broke a rear axle on his 1933 Ford. He is looking for a rear axle or a complete rear end. Phone 403 933-4101

For Sale – “1921 Model T Speedster”

This car which was originally built by Gord Watt with upholstery work by Rosealie Lilo and a subsequent motor rebuild with the assistance of Les Schubert and Precise Engine Rebuilders, has now been a gem in our collector car portfolio for more than a decade.

Previously appraised at \$12,000 but currently appraised during the downturn at \$10,200 it is a great little car which comes complete with a variety of supplement items, literature, etc.. Its enclosed trailer valued at \$5,500 could also be available for a combined value of \$15,700 at a sale price of \$15,000 in total.

During the course of our 2015 Cochrane based National Meet it became apparent that Irene can no longer climb in or out of this particular unit with ease and so our decision to let a new owner enjoy it.

Contact: Ron Rigby at 403-282-9655 or via rwrigby@telusplanet.net

See photos of ads at www.foothills-t.club

Birthdays

FEBRUARY	1	MARILYN LUNDQUIST
	8	MIKE REID
	15	CHRIS BRANCACCIO
	16	LAWRENCE GOULD
	17	DANIN BODNAR
		EMANUEL COHEN
	20	CLIFF PROCTOR
	22	DOROTHY GOULD
	28	MARGRIET VAN DIJK



The Foothills Model T Ford Club

MEMBERSHIP APPLICATION

If you have already renewed for this year, would you please pass this renewal form on to someone who also shares in our interest of the Model T Ford.



If you have not renewed please take time now to complete this renewal form and send it along with your dues of \$35.00 to our Membership Secretary:

Eileen Jewell,
2728 - 18th Street N.W.,
Calgary, Alberta T2M 3T8

Name
Spouse
Address
CityProv.
Postal CodePhone #
MTFCA Memb. #.....Fax
E-mail
Your Birth Month & Day
Your Spouse's Name, Birth Month & Day.....
Year & Style of T's Owned.....

I do not object to having my name printed in the Club Directory: Signed: _____

The Model T Ford Club of America

MEMBERSHIP APPLICATION

Yes! I want to become a member of the MTFCA and receive THE VINTAGE FORD!

Name
Address
City, Prov.....
Postal Code

ANNUAL DUES

Includes six issues of THE VINTAGE FORD regardless of the date of initial enrollment: \$50.00 (in U.S. funds) for outside the U.S.

Mail To: THE MODEL T FORD CLUB OF AMERICA
P.O. Box 126
Centerville, IN 47330-0126 USA
website: www.mtfca.com

Please forward MTFCA membership numbers to Eileen when received.

2016 Club Executive

Table with 3 columns: Position, Name, Phone Number. Includes President (Ross Benedict), Past President (Robb Wolff), Secretary (Kristen Anderson), etc.

All numbers are 403 area code

Please send all material for publishing in "T Footnotes" to 347 Hawkwood Blvd NW, Calgary, AB T3G 3G8 or Email rw@chb.ca



Emanuel Cohen front Roy Fulton back
July 23, 2004